

**SCHEDULE OF TRAINS**

**PASSENGER TRAINS** leave West Point daily at 6 A. M., arriving at Richmond at 10 A. M. and Richmond at 8 P. M., arriving at West Point at 10 P. M.

Trains connect at West Point with steamers for Baltimore and all eastern points on WEDNESDAY and FRIDAY. Trains connect at West Point with steamers for Baltimore and all eastern points on MONDAY, WEDNESDAY, and FRIDAY.

**DAY TRAINS** leave West Point as follows:

For Baltimore and return	\$ 3.00
For Philadelphia	4.00
For New York	9.00

**THROUGH FREIGHT TRAINS** leave West Point at 5 A. M. on WEDNESDAY, FRIDAY and SUNDAY, arriving at Baltimore at 10 A. M., and delivering freight in Baltimore on the next morning; returning, leave West Point at 10 P. M. on WEDNESDAY, FRIDAY and SUNDAY, arriving at Baltimore at 10 P. M. and connecting with the Through Freight Train for Baltimore and leaving railroad for the southern points.

**EXPRESS FREIGHT** received on MONDAY at 10 A. M. and delivered at Baltimore at 10 P. M. on MONDAY.

**DAILY FREIGHT TRAINS** leave West Point at 6 A. M.

**TUESDAY THURSDAY** and **SATURDAY** trains leave Baltimore at 11:55 A. M. arriving at Richmond at 3:55 P. M. The train takes pleasure in unseasonable weather, and is the only one of the steamers of this line between Baltimore and Norfolk. It has been built for the purpose of making for the accommodation of passengers and freight.

Travellers taking this line arrive in Baltimore in ample time to connect with the rail lines to Washington, New York, Boston, and all eastern and western points.

Freights will be given the utmost dispatch. Freight rates to Richmond are the same as to New York.

**H. T. DOUGLASS, Superintendent.**  
**W. N. BRADY, Master, Trains and Cars.**

**CHESTER AND OHIO RAILROAD.**  
PASSENGER DEPARTMENT.  
**ONE AND AFTER MARCH 1, 1876.**  
**LEAVE BALTIMORE 12:40 P. M.**  
**LEAVE RICHMOND 12:40 P. M.**  
**LEAVE BALTIMORE 9:00 A. M.**  
**LEAVE RICHMOND 9:00 A. M.**

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RICHMOND, January 3, 1976

### SCHEDULE OF TRAINS

**3:35 P. M.** leaves Byrd-street station daily, heading with the Baltimore and Annapolis train, for Annapolis, leaving Camden station at 4:05 P. M. and arriving at Annapolis at 9:15 P. M. SOUTH OF YORK TRAIN (THROUGH BALTIMORE) FROM SHEPHERD TO NEW YORK, and with express via Baltimore and Potomac railroad at Washington, arriving at Washington at 10:50 P. M. THROUGH NEW YORK, NEW JERSEY, PHILADELPHIA, PITTSBURGH, WASHINGTON TO NEW YORK.

**10:00 P. M.** leaves Byrd-street station (Monday excepted) heading with the Baltimore and Potomac train, for Baltimore and Annapolis.

**6:05 P. M.** ACCOMMODATION TRAIN Hanover Junction, leave Frederick station (Monday excepted) heading with the Baltimore and Potomac train, for Baltimore and Annapolis.

**5 A. M.** arrives at Byrd-street station daily, heading with the Baltimore and Annapolis train, for Annapolis, leaving Camden station at 4:05 P. M. and arriving at Annapolis at 9:15 P. M. SOUTH OF YORK TRAIN (THROUGH BALTIMORE) FROM SHEPHERD TO NEW YORK, and with express via Baltimore and Potomac railroad at Washington, arriving at Washington at 10:50 P. M. THROUGH NEW YORK, NEW JERSEY, PHILADELPHIA, PITTSBURGH, WASHINGTON TO NEW YORK.

**8-37 A. M. ACCUMULATING TRAIN** at Broad-Street station (Monday excepted).  
**Parlor-cars** on day trains.  
**Full-length sleeping-cars** on night trains.  
**FREIGHT TRAINS** leave Broad-Street station on **TUESDAY, THURSDAY, and SATURDAY** at 11:00 A. M. and on **MONDAY, WEDNESDAY, and FRIDAY** at 10:00 A. M. **MORNING** freight trains leave Broad-Street station upon the following schedule: **Monday**, freight train to Bouillon on preceding evening; **Tuesday**, freight train to Bouillon on preceding evening; **Wednesday**, freight train to Bouillon on preceding evening; **Thursday**, freight train to Bouillon on preceding evening; **Friday**, freight train to Bouillon on preceding evening; **Saturday**, freight train to Bouillon on preceding evening.  
**Principal points North and West.**  
**W. D. MYERS,**  
 General Superintendent.  
**C. A. TAYLOR,**  
 General Freight and Ticket Agent.  
**RICHMOND AND PETERSBURG RAILROAD COMPANY**  
**COMMENCING OCTOBER 24, 1904**  
 Trains on this road will run as follows:  
**LEAVE**  
 5:10 A. M., **THROUGH MAIL**, daily (except

		through to Weidon.
AND	7:45 A.M.	FREIGHT TRAINS daily (except Sundays) coach attached for Pet- sburg and stations on the South- eastern, Lynchburg and the West-
ry &c. e. &c. rery	1:45 P.M.	THROUGH MAIL daily, connect- ing for all points North and West- ward, taking through passengers in close connection at Petersburg, Norfolk. Flagman parlor-car and baggage car attached.
ot.	5:00 P.M.	FREIGHT DAY (except Sunday), coach attached.
		SEABOARD PEPPERIDGE PORTAL.
	7:50 A.M.	FREIGHT TRAIN daily (except Sundays) coach attached.
oon	12:00 M.	THROUGH MAIL daily, connect- ing with Richmond, Fredericksburg and Washington railroads at Peter- sburg and West.
	5:00 P.M.	FREIGHT DAY (except Sunday), coach attached.
IDS	7:35 P.M.	THROUGH MAIL daily (except Sundays), connecting with Rich- mond, Fredericksburg and Potomac railroads at Petersburg.

to Baltimore. Also makes connection with the Virginia Beach and Annapolis Railroad for the Virginia Beach and all points north and west. The MAIL TRAIN runs from Richmond and Petersburg, except on Chester. This is the only line running double all the way to Washington, Columbia, Augusta, Savannah, and New Orleans without break of connection. It runs from Richmond, Va., to New Orleans, La., on MONDAYS, WEDNESDAYS, FRIDAYS and SUNDAYS.

**ALL TRAINS leaving Petersburg will start the Accommodation depot.**

**ALL S. B. A. S. H. A. W. Accommodation**

**RICHMOND AND DANVILLE RAILROAD LEAVES**

**RICHMOND, VA., JANUARY 19, 1893.**

**SCHEDULE OF TRAINS**

**Passenger Trains**

**Southbound** Leaves New York to 7:30 A. M. Leaves New York to 10:30 A. M. Leaves New York to 1:30 P. M. Leaves New York to 4:30 P. M. Leaves New York to 7:30 P. M. Leaves New York to 10:30 P. M.

**Northbound** Leaves Richmond to 5:50 A. M. Leaves Richmond to 8:50 A. M. Leaves Richmond to 11:50 A. M. Leaves Richmond to 2:30 P. M. Leaves Richmond to 5:30 P. M. Leaves Richmond to 8:30 P. M.

**Freight Trains**

**Southbound** Leaves Richmond to 5:50 A. M. Leaves Richmond to 8:50 A. M. Leaves Richmond to 11:50 A. M. Leaves Richmond to 2:30 P. M. Leaves Richmond to 5:30 P. M. Leaves Richmond to 8:30 P. M.

**Northbound** Leaves New York to 5:50 A. M. Leaves New York to 8:50 A. M. Leaves New York to 11:50 A. M. Leaves New York to 2:30 P. M. Leaves New York to 5:30 P. M. Leaves New York to 8:30 P. M.

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and Potomac railroad, and Washington, Baltimore and Annapolis railroad, in Virginia, Maryland and Great Southern railroad, in Virginia, Maryland and Washington, Baltimore, Philadelphia, New York.

Trains Nos. 2 and 3 connect at Charlotte with the Atlantic and Mississippi Ab-Line trains on the Atlantic and Mississippi Ab-Line, and from Greenville, Atlanta, Memphis, Mobile, Pensacola, New Orleans, and all other western points and with the trains on the Gulf, Mobile and Ohio railroad, August, 1891, at Tallahassee, and all southern points.

Train No. 4 connects at Tallahassee with the Gulf, Mobile and Ohio railroad, from Tallahassee, and all southern points, and with the Gulf, Mobile and Ohio railroad, from Tallahassee, and all southern points, and with the Gulf, Mobile and Ohio railroad, from Tallahassee, and all southern points.

Unbroken service from Richmond to New Orleans, and from New Orleans to Richmond, is maintained, and the only line for a change of route to the Gulf, Mobile and Ohio railroad, from Tallahassee, and all southern points.

**W. M. TALBOT,**  
General Manager.